

the dignified senate has not witnessed in many years.

"I know the senator from Mississippi," he observed, with a quizzical smile on his countenance, "does not wish to vote on this question until he has heard the senator from Maryland (Mr. Wellington) in full."

The strong emphasis was on the last two words. Mr. Wellington jumped to his feet and, turning angrily upon Mr. Chandler, announced sharply that he did not relish the "pleasantry" of the senator from New Hampshire. (Laughter.)

"I do not intend to intimate that it is necessary for the senator from Mississippi to hear what I have to say about this matter, but I represent, in part, one of the sovereign states of this Union. I have sat here and listened to the senator from Mississippi when he returned as one of the agents of the newspaper in New York, and I believe that the people of Maryland—"

Mr. Money indignantly. Mr. Money was on his feet. He was standing in the rear of the Democratic benches about fifty feet away from Mr. Wellington, who, with flushed face, occupied a conspicuous position immediately to the left of the vice president's chair.

"Mr. President, I want to correct the senator from Maryland," he observed. "The remark that he just made is absolutely untrue."

"I want to say to the senator from Mississippi that the Journal had said its commissioners had returned," replied Mr. Wellington.

"I do not care what the Journal said," retorted Mr. Money.

Mr. Wellington—"If there is any untruth in the statement it was made by the newspaper."

"I am correcting you, not the Journal," retorted Mr. Money. "I say the remark you make is not true."

"I make the remark as the Journal gave it," again retorted Mr. Wellington, doggedly.

"Then make it on your own responsibility," cried Mr. Money, his whole frame quivering with suppressed emotion, his arm outstretched defiantly toward the senator from Maryland.

"I do make it on my responsibility," replied Mr. Wellington, like a flash.

The Life Passed.

"Then you lie!" came from the Mississippi senator so quickly that it sounded like an echo or a crack of a pistol after the flash of the explosion.

The senate was electrified. Senators looked at each other in blank amazement and the galleries rose en masse and leaned over as the two senators faced each other.

"I call the gentleman to order," if the gentleman can indulge in that kind of conversation on the floor of the senate," Mr. Wellington said, walking toward his antagonist. "I can stand it as well as he can."

By this time all was confusion. The vice president was rapping for order and senators had risen to their feet. But the two senators still called to each other in defiant tones that rang out above the din.

"Come outside and make it," cried Mr. Money.

"Very well, then," retorted Mr. Wellington.

"Come now," said Mr. Money, beckoning.

"The senate will be in order," called out Vice President Hobart.

Mr. Wilson, of Washington, broke the tension at this point by stepping forward into the center aisle and asking, in a bland voice, "whether a declaration of war would be in order?"

The senators and the galleries laughed heartily at this sally, and, meantime, friends of the "bellows" senators surrounded them and led them away into the cloak-rooms. A few minutes later, however, subsequent to the adoption of the Jones agreement, Mr. Money emerged from the cloak-room and, amid an impressive silence, said:

"Mr. President, I desire to say that, under strong provocation, I used language which was not parliamentary. Nothing could be farther from my intention than to violate the decorum of the senate or to break any of its rules. I, therefore, desire to apologize to the senate for language which I should not have used in its presence."

The galleries applauded this utterance and the incident closed.

When quiet was secured an agreement was reached that the final vote on the Cuban resolutions be taken before the senate adjourns to-morrow.

Mr. Stewart, of Nevada, took the floor and made a speech in favor of recognizing the Cuban republic.

At the conclusion of Mr. Stewart's speech, the senate, on motion of Mr. Davis, adjourned at 10:45 until 10 a. m. to-morrow.

WILL BE AMICABLY SETTLED.

Senator Carter Acting as Mediator

Between Senators Money and Wellington.

Washington, April 15.—When the senate adjourned to-night there was a good prospect that the differences between Senators Money and Wellington would be amicably arranged. Immediately after the adjournment, the senator from Mississippi undertook to adjust the matter, and while he did not entirely succeed at the time of adjournment, there was every prospect that it would be accomplished to-morrow.

The trouble was stated by mutual friends to have been due to a misunderstanding on both sides. On Mr. Wellington's part as to Mr. Money's position and on Mr. Money's part as to Mr. Wellington's accusation. Mr. Money felt especially aggrieved as to the charge that he had gone to Cuba as the agent of a New York newspaper, and Mr. Wellington's assumption of authority for the statement. Mr. Wellington said to other senators that he had not intended to assume personal responsibility for the journal's statements and was willing to retract his remark made in that connection. This was the main difference and senators believed there was every reason to expect that all would soon be arranged to the satisfaction of both parties.

"The Sick Bay."

This is from a Montgomery, Ala., letter in the Chicago Record: Dr. T. S. Morrow, a surgeon in the army, has been ordered to leave of absence cut short by the necessity of his return to New York, believes that salt-water surgery will be of great benefit to the men in the sick bay and the Spanish fleet engaged in battle. He is of the opinion that there will be more dead than wounded sailors after the fight.

"As a matter of fact," said he, "the sick bay in a modern war vessel is in the worst possible place in the ship. It is generally in the fore part of the vessel, over the paint room, and in an engagement the doctors could not go to the wounded men. The wounded would have to lie where they fell until after the engagement. Naval architects now realize that they made a mistake when they placed the sick bay in the fore part of the ship. It should be aft. There we would have a chance to save a man's life."

"That is one reason why the naval authorities are fitting out ambulances or hospital ships, which will fly the Red Cross flag. These ships will accompany the fleet, but in an engagement will lie out of danger. After the fight the steam launch will go from the hospital ships to bring the wounded, enemies as well as friends, to the doctors."

SPAIN IS DEFIANT

SEMI-OFFICIALLY ANNOUNCED THAT SHE WILL NEVER YIELD.

WILL EVER SET CUBA FREE.

HAS NEVER CONSIDERED WITHDRAWING HER SOVEREIGNTY.

"MISCEVOUS" TALES DENIED.

SAID THE "CALCULATED TO INFLAME FALSE HOPES."

Spain, Is Declared, "Will Stand Resolutely in Defense of Her Inalienable Rights, Her Sovereignty and Her Honor"—Confident of Moral Support.

Washington, April 15.—In view of conflicting reports as to the attitude of Spain, a high dignitary, speaking with authoritative information on the matter, authorized following semi-official statement of a Spanish position as to the surrender of Cuba:

"Once for all, let it be understood that the impression as to Spain's acquiescence in the island of Cuba and are calculated to inspire false hopes and embarrass intelligent action. The government of Spain has never entertained the thought, and never will entertain it, of evacuating Cuba. At no time has there been a consideration of any step withdrawing the sovereignty of Spain over West Indian colonies."

"The honor and dignity of Spain revolt at the suggestion of the independence of Cuba, which would reduce that island to the condition of a Spanish province and to the slavery of irresponsible rule and at the same time terminate a Spanish authority inhumanly bound up with the prosperity of the island. For this and other reasons, the reports that Spain is slowly yielding to a retirement from Cuba are both mischievous and groundless. No rulers, negotiators, or cortes of Spain would ever consider such a humiliation. But, in the face of it, Spain, always desirous of peace and ready by every honorable means to secure peace, will stand resolutely in defense of her inalienable rights, her sovereignty and her honor."

"And she feels confident that the moral support of the entire civilized world."

ACQUITTED HERSELF WELL.

The New Orleans, Formerly the Amazon, a Valuable Acquisition to the Navy.

New York, April 15.—The New Orleans, formerly the Brazilian cruiser Amazon, which arrived last night in company with the San Francisco, will undoubtedly be a very great help to the American navy in the war which was recently declared. The vessel, which was recently purchased from the Brazilian government, was built by Armstrong & Co., of Newcastle, England, and a representative of that firm, George Robinson, came over on the vessel and superintended the working of the machinery during the entire passage. Mr. Robinson, who is a skilled engineer, told a representative of the Associated Press to-day that he was perfectly satisfied with the manner in which the New Orleans acquitted herself on her initial trip across the Atlantic, and said that his most sanguine anticipations of her capabilities were more than realized. In this Mr. Robinson was backed up by all the officers on board, who were loud in their praises of the quality of the new warship.

The New Orleans' free board is only about half as high as that of the San Francisco, and the ship is a lot of water in fact, she is what naval experts would call a "wet ship." Having been built for use in a tropical climate, the New Orleans has no heating apparatus, and this is one of the defects the American officers discovered before they were many hours on board.

The New Orleans can attain a speed of twenty-two and one-quarter knots at hour under forced draught. Her coal carrying capacity is large enough to allow her to steam at a maximum speed for three or four days. In fact, she had enough coal on board to bring her to this port without stopping at Halifax, but the San Francisco ran short of coal, and had to put in at three to four hours.

The new vessel carries six 6-inch and four 4-inch rapid firing guns, and a recent test ten projectiles were fired from one of her 6-inch guns in forty-three seconds. The ship has also a very strong secondary battery, and is fitted with three torpedo tubes. She has six fighting tops, which will prove very formidable in case she is called on for action. The New Orleans and San Francisco will be in the harbor at San Francisco, S. L., to-day, awaiting orders from the navy yard.

Three Lots of Teeth.

From the Cuban (La) Herald.

No-wa-he Jack Post, an old Indian, who resides with his four squaws on Snake creek in the Creek nation, is one of the greatest living curiosities in this country. He is said to be 109 years old, but, judging from the different events which he claims happened within a lifetime, he must be even older. The most remarkable feature about No-wa-he is that he has already lost two sets of teeth and now has grown a third set complete. His hair is jet black, his eyes are clear and his skin is as firm and wrinkling erect. He has buried twenty-two wives and is now living with four. He was captured by the Delaware, was held for a number of years, he was adopted by the Muscogees when a child, and has been regarded as a mid-dle-aged man and has been regarded as the greatest living curiosity by the members of the tribe, who regard him as a superior being, and the crafty old fellow does not hesitate to take advantage of their superstitions by accepting all the favors they feel disposed to bestow upon him.

Portent.—"Do you think," said the man who is slightly superstitious, "that comet presages danger?" "Well," replied Mr. Peyton, "the comet is the well of a man who is accustomed to think many times before he speaks. It does if I stay out long enough to see it."—Washington Star.

"Ah!" sighed the sad-faced man at the poker table, as his last chip disappeared. "If we could see ourselves as others see us!"—Boston Transcript.

"A WOMAN TO WITNESS."



"Women suffer when there is no need of doing so."

"They suffer frequently from neglect, from weaknesses and because they, too often, do not know just what to do."

"Headaches, depressed feelings, bearing down sensations; all these have but one cause." So spoke Doctor Abercrombie and he was right.

Here is what Mrs. E. M. Hill, who resides on Bergen Street, Brooklyn, says:

"My father and husband were both physicians but I suffered for years. It would be impossible to describe my troubles in detail, but I believe all women can understand me. I have been restored, and I wish the whole world could hear me proclaim the good tidings of what Warner's Safe Cure has done for me. Why at one time I could not eat or sleep without the help of Warner's Safe Cure. It was the first thing to aid me. God bless the manufacturers of Warner's Safe Cure and accept my sincere and earnest prayers."

MAY GET O'HIGGINS.

NEGOTIATIONS HAVE BEEN OPENED FOR HER PURCHASE.

ARGENTINE, ALSO, MAY SELL.

MOST SUBSTANTIAL INCREASE IN THE NAVY IN SIGHT.

The Magnificent Ocean Liners, St. Louis, St. Paul, Paris and New York, Chartered Yesterday—Naval Reserves Ordered Into Service.

Washington, April 15.—Several important and decisive steps in the work of war preparations were taken by the navy department to-day. It was decided to assign the naval reserve of New York, New Jersey, Massachusetts, Maryland, and Michigan to the five auxiliary cruisers hereafter to be known as patrol boats. These ships are the Prairie, the Dixie, the Yankee, the Yosemite, and either the Venezuela or Yorktown, the latter of which was purchased to-day. The question of the American line steamers was also wound up to-day, with the decision to charter all four of them, the St. Louis, the St. Paul, the Paris and the New York. The two first mentioned have already been acquired by the department, though the form of acquisition was tentative, the department being undecided whether it would purchase these two only or charter all four. With the announcement that these magnificent ships had been added to the auxiliary fleet, came the statement that the department also had purchased the Yorktown, of the Old Dominion line, and the Yosemite, of the Ward line.

With these additions, the fleet of converted vessels now includes the pick of the ocean liners and coasting steamers running under the American flag. As in all instances, the prices paid are withheld by the department.

But of greater moment than any of these developments was the reopening of negotiations for the purchase of two warships and several torpedo boats from Chile and Argentina. One of the cruisers is the Chilean O'Higgins, just completed at an English yard and regarded as one of the most formidable of her class afloat. These negotiations are being conducted through Mr. Charles R. Flint, of New York, who has large commercial and financial interests in both countries. Mr. Flint was at the navy department to-day and held extended conferences with the secretary and other officials. While Mr. Flint would not say how far the negotiations had progressed, he intimated that the international affairs of Chile and Argentina were assuming such satisfactory shape as to warrant the presumption that they were not averse to parting with a portion of their navies.

The boundary dispute between Chile and Argentina, he explained, had caused such strained relations as to practically prohibit any reduction in the navy strength of either country. The dispute has now, however, been left to the arbitration of Queen Victoria, and the prospects of a thoroughly peaceful and satisfactory adjustment of this old quarrel were more than good. With this possible cause for trouble in a fair way to removal, Mr. Flint said that the ablest and most conservative men in both Chile and Argentina are in favor of reducing the naval establishment and economizing expenditures.

Naturally, however, neither country was inclined to weaken itself alone, and the proposition was pending that each shall dispose with an equal amount of ships. It has taken definite shape in the suggestion that Chile shall sell the O'Higgins and one torpedo boat, while Argentina shall dispose of their Garibaldi or the San Martin, both fine cruisers, and two torpedo boats. This would leave the two navies in about the same relative condition.

In addition to the strong argument of reduction in expenses, Mr. Flint stated that another and possibly more powerful factor was behind the scheme to decrease the navies, not only in Chile and Argentina, but in other South American countries as well, and that was the fact that history has taught that chiefly in the navies lies the danger of revolution. Consequently the governments in power generally favored reducing the navies to the lowest possible limit.

Should Chile and Argentina decide to sell these vessels, it was believed to be practically assured that they would be added to the naval list of the United States.

Orders have been issued to the naval reserves of Massachusetts, Maryland, Michigan, New York and New Jersey to hold themselves in readiness for duty on the patrol ships. It is the intention of the department to shape all matters for any emergency, but the militia will not actually go into service aboard the ships until it is certain that hostilities are to ensue. The

patrol ship will be assigned the Atlantic coast line and form a part of the general plan of coast defense. The scheme, as understood, is to assign one of the patrol vessels to each of the five divisions that have been mapped out for the mosquito fleet, under command of Commander Horace Elmer. These vessels will be the fast ships of the division and will be under the command of a naval officer. These assignments already have been made.

The only other officer of the regular navy aboard will be one engineer, the rest of the officers and the crew are to be made up of the naval reserves, with the possible addition of volunteers. If volunteers are assigned to them they most probably will be the regular officers and crews of the ships, it being the desire of the department to retain as many of these men as possible.

It is stated that there will be no attempt to observe sectional lines in making up the crews of the patrol fleet. The reserves in best condition and most available will be assigned to the most convenient ship. Work on the patrol vessels is being rushed as rapidly as possible, and two of them probably will be ready to go into commission to-morrow.

SQUADRON FIT FOR A FIGHT.

Commodore Schley's Fleet Gave a Good Account of Itself on Its Practice Cruise.

Fort Monroe, Va., April 15.—The flying squadron, the departure of which caused so much excitement on Wednesday, returned to-day to anchor at Fort Monroe, after having completed two days and two nights of arduous labor with satisfaction to its commanding officer. Commodore Schley wanted the captains of the fleet to know each other in the movements of their vessels and to be able to answer quickly all signals for movement. Running down to Cape Henry on Wednesday afternoon, the squadron was taken fifteen miles out to sea, at the same time maneuvering in response to the signals from the flagship.

All of the big vessels responded quickly. The heavy battleships Massachusetts and the Columbia next, and the Texas on the extreme left. The signal to anchor in the bay was obeyed so well that an almost perfect alignment was obtained. Anchorage was made on Wednesday night, fifteen miles from Cape Charles light, near the Southern drill grounds.

Thursday morning found very unfavorable conditions for either maneuvering or using the guns, the weather being intensely disagreeable, with a heavy rain and heavy fog. Commodore Schley decided to go out and begin the maneuvers. The Massachusetts dipped her bow low nose in the water after time, taking up tons of water, but was handled beautifully, coming to alignment more quickly than a light cruiser.

The other vessels also were quick to respond to signals. This drill was kept up all day, and at nightfall anchorage was made at a point thirteen miles from Cape Charles. After dark, signal work by electric light was practiced for two hours.

At 9 o'clock when most of the officers and crew were in the quarters, the call to quarters was blown, and the fleet moved on the Brooklyn so quickly was the work done that every division officer had reported "Ready" in four minutes, and the ship was ready for battle, with water-tight compartments closed, ammunition hoisted to guns, turrets swinging, battle hatches down and the crews to guns ready to shoot. The other ships reported almost as quickly. Friday morning was given up to practice at the target, the fleet putting out targets at 80 yards. The gunners on the Brooklyn set the flag from the top of their target within twenty minutes, remarkable work when it is considered that the target was but eighteen inches square and the flagstaff but two inches wide.

At 1 o'clock the ships were signaled by Commodore Schley to head for Hampton Roads for anchorage, with the exception of the Texas, which was ordered to remain out and try her big guns and improved turrets with solid shot. The rest of the squadron anchored off Fort Monroe at about 5 o'clock.

Commodore Schley expressed himself as very much pleased with the work of the vessels under his charge. The maneuvers of the boats and the work of the crews at the guns were both highly pleasing. He called particular attention to the rapidity with which the "call to quarters" on the Brooklyn was responded to. He also called attention to the target practice of the rapid fire guns, saying: "I don't think any torpedo boat would live under that fire."

The Texas ran into Hampton Roads about 6 o'clock and joined the squadron. Captain Philip said the new turret arrangement had worked satisfactorily, and the big guns could be loaded by Lieutenant Hasler's new automatic arrangement at any angle and very quickly. He could fire more than twice as many shots now, he said, as under the old English arrangement.

The Columbia and Minneapolis went up to Newport News to-night after coal to replace that used to-day.

Commodore Schley is very much pleased with the skillful way in which the new crews of the Minneapolis and Columbia obeyed signals. The boats are large, and Jewell and Sands were both warmly commended.

The Brooklyn, in anchoring to-night, lost one of her big anchors, the chain breaking. The Norfolk navy yard people will recover it.

"Of course," observed the thin wheeler, "the skilful way in which the new crews of the Minneapolis and Columbia obeyed signals, the boats are large, and Jewell and Sands were both warmly commended."

The Brooklyn, in anchoring to-night, lost one of her big anchors, the chain breaking. The Norfolk navy yard people will recover it.

"Of course," observed the thin wheeler, "the skilful way in which the new crews of the Minneapolis and Columbia obeyed signals, the boats are large, and Jewell and Sands were both warmly commended."

The Brooklyn, in anchoring to-night, lost one of her big anchors, the chain breaking. The Norfolk navy yard people will recover it.

"Of course," observed the thin wheeler, "the skilful way in which the new crews of the Minneapolis and Columbia obeyed signals, the boats are large, and Jewell and Sands were both warmly commended."

The Brooklyn, in anchoring to-night, lost one of her big anchors, the chain breaking. The Norfolk navy yard people will recover it.

"Of course," observed the thin wheeler, "the skilful way in which the new crews of the Minneapolis and Columbia obeyed signals, the boats are large, and Jewell and Sands were both warmly commended."

The Brooklyn, in anchoring to-night, lost one of her big anchors, the chain breaking. The Norfolk navy yard people will recover it.

"Of course," observed the thin wheeler, "the skilful way in which the new crews of the Minneapolis and Columbia obeyed signals, the boats are large, and Jewell and Sands were both warmly commended."

The Brooklyn, in anchoring to-night, lost one of her big anchors, the chain breaking. The Norfolk navy yard people will recover it.

"Of course," observed the thin wheeler, "the skilful way in which the new crews of the Minneapolis and Columbia obeyed signals, the boats are large, and Jewell and Sands were both warmly commended."

The Brooklyn, in anchoring to-night, lost one of her big anchors, the chain breaking. The Norfolk navy yard people will recover it.

TALE OF A SEAMAN.

CHARLES CRANDALL SAYS HE MINED HAVANA HARBOR.

UNDER GEN. WEYLER'S ORDERS

SAYS HE LAID THE MINE THAT BLEW UP THE MAINE.

Crandall Is Alleged to Be in Custody of United States Secret Service Officers, Who Captured Him in Chicago—Story Unconfirmed.

(From Yesterday Morning's Extra.)

Chicago, April 15.—The Chicago Herald this morning printed the following, which so far lacks confirmation from any other source:

"Charles A. Crandall, alias Emanuel Escardaro, who, acting under the personal orders of Captain General Weyler, planted mines and torpedoes in the harbor of Havana, had been run to earth in Chicago. Last night he was in the custody of three United States secret service agents, who are taking him to Washington, where he is expected to give information to prove beyond any possible doubt that the Maine was blown up by a mine, and her 266 officers and crew murdered designedly by agencies known to the Spanish officials. He was run down by a Cuban spy. Ever since the Maine was blown up Crandall, or Escardaro, has been dodging about the country. When the United States secret service agents assured him he would be protected he volunteered to accompany them."

Crandall's statements are substantiated by letters in his possession from Weyler's officers and from Weyler himself. His story is as follows:

"My name is Charles A. Crandall, I am an American by birth and formerly lived in New York city. I served in the United States navy on the cruiser San Francisco, under Captain Sampson and Admiral Brown. It was while in the United States service that I made a study of mines and torpedoes."

"I left the navy and went to Lima, Peru, where I entered the service of Grace & Co., of London, in their nitrate beds. While at Lima I met many Spaniards. One of them, Emilio L. Escardaro, told me that the Spanish government, induced me to go to Cuba as an expert on coast defense for General Weyler. I was given free transportation to the island and when I arrived there I met Antonio M. Duro, who assigned me to harbor work and plotting for torpedo and mine anchorage."

"I began laying mines and torpedoes early in the spring of 1896 and finished about a year later. I was assisted by five Italian laborers and two Spanish boatmen in all seventeen mines and ten torpedoes were placed."

"The mines were made in England and the torpedoes in Italy. The work of laying them was very slow, because it was ordered that I should not work on moonlight nights."

"When my work was completed I made a chart showing the location of all the mines and torpedoes, and submitted it to General Weyler."

"I was then directed to place three mines and seven torpedoes in the harbor of Matanzas. This was completed early in last July. When I had finished, General Weyler ordered me to place additional mines in the harbor of Havana, which was a complete chain of mines about the harbor, from side to side, from the mouth of the harbor to the last anchorage."

"On one occasion General Weyler sent for me to visit him at the palace, with the directions that I should appear in the uniform of an officer of artillery, sent me for that purpose."

"When I went to the palace General Weyler asked me if it were possible for a ship to enter the harbor or leave it with the chain of torpedoes and mines there. I showed him my rough chart, and he personally directed several changes, especially in the channels opposite the navy yard."

"When my work was done and his artillery aide had approved the plans, he handed me my passport to Key West, and assured me that I would receive pay until the date of my return. He then ordered me to leave at once, and I received word to skip out. I left as soon as I could, and I have not since been in Havana."

"I remained in Havana until February 10, when I went to Key West, where I stayed until March 5, on which date I received word from Havana that I was to go to a Spanish messenger."

"After the Maine was blown up I kept in hiding with a colored family near Fort Taylor, or the barracks, and as soon as I received word to skip out I left as soon as I could, and I have not since been in Havana."

"The Maine was anchored at the identical buoy where General Escardaro, by General Weyler's orders, placed the mine, officially known as buoy No. 4. From Miami I went to Nashville, where I received the following letter from Havana, dated March 1, 1898:

"Destroy all evidence. Go to New York. Ticket for London awaits you there. 'DIAZ.'"

"This was from Weyler's most trusted aide, and I have since received all edicts issued by Weyler from Spain."

"Crandall avers that he was directed to assume the name of Escardaro by General Weyler. He has several letters from Weyler regarding his work and a military pass from him. He also has a letter from Weyler, dated March 1, 1898, which he has turned over to the United States secret service agents and they will be used at Washington."

Chicago, April 15.—Confirmation of the reported arrest of Escardaro by General Weyler, if not impossible, here. There is a disposition among acquaintances of John W. Weyler, the new chief of the United States secret service, to credit him with the arrest, and some go so far as to assert that he, in person, was probably one of the three officers who were said to have arrested Crandall. It is, however, a matter of fact that Crandall was taken place, is a little hamlet near Fort Sheridan. The people are largely ex-soldiers and others having more or less connection with the fort. To-day Highland was all astir over the alleged arrest, but no such person as Crandall is remembered there, and the first inkling of the matter came to Highland people to-day through newspaper men. No incident recently suggesting the alleged arrest is recalled. The Baltimore & Ohio officials

in Chicago say they have no knowledge as to the truth, or otherwise, of the report of Crandall and his captors going east from Chicago over the railroad to Ohio.

"Captain Porter, who is in charge of federal secret service matters in Chicago, was asked to-day as to the alleged arrest of Crandall. He said he had no knowledge of it, and that he believed it to be a taken place. At the office of Chief of Police Kipley similar statements were made."

Washington, April 15.—Charles Weyler, of the secret service, is in the city, and says he knows nothing of the reported capture of an alleged layer of Spanish mines or torpedoes in Cuban waters. The secret service never has done anything in the way of apprehending the persons connected with the affair."

Indianapolis, Ind., April 15.—Admiral Brown was asked if he knew of a man named Charles Crandall, alias Emanuel Escardaro.

"I heard," said Admiral Brown, "that story some time ago. It sounds like a galley yarn. When I took command of the San Francisco I found on board a young fellow named Crandall. He was a marine, and afterward told me his true name was Charles D. Chase. He was a man of good education, read good books, and I made him one of my orderlies. I heard from him every month or so. He is married, and lives at Honolulu, where he is an active, enterprising man. He is a man of integrity and education. For some time he was with me as a volunteer. He is not much, if any, more than 26 or 27 years old and has never been in Cuban waters, nor has he any knowledge of submarine mines or electricity."

WANAMAKER'S PATRIOTISM.

Ready to Fight in Person—Will Continue Salaries of His Employees

Who Enlist.

Philadelphia, April 15.—Ex-Postmaster General John Wanamaker has sent this telegram to Washington:

"To the Honorable Secretary of War: 'Though opposed to war unless honorably unavoidable, in the event of its coming, I will, under your instructions, raise a regiment of Pennsylvanians for military duty and go with them for service.'"

"JOHN WANAMAKER." After sending his offer to the secretary of war, Mr. Wanamaker posted in his store two notices, one for the manager's office and the other for the timekeeper's desk, as follows:

"In order that our men may have easy minds in considering and arranging their affairs in the event of being called upon for